## EXPERTS PRAISE THE CHALLENGER'S SPEED AND HER SKIPPER'S SEAMANSHIP

Technical Story of the Race Shows Wherein the Shamrock Lost Her Chance for Victory.

STRUGGLE IS CLOSE AT TIMES

Good Work Alone on the Part of Barr Enabled the Reliance to Lead the British Boat Home.

(CONTINUED FROM PAGE THREE.) a reach to the second and a run home. But the wind so far interfered with this arrangement of the Regatta Committee as to make the second leg a broad reach and the last also a reach, and one almost as broad. In gallant style the American champion swung around the first mark, and then, a mere shadow down the glistening wave, went flying toward the sec-

Like a wind blown steed the Shamrool staggered around the bobbing disk, but the flying leader was then a good half mile way and setting a clipping gait, the challenger struggling after, but a long way

It was on this leg that the defender cemed to rein up and wait for the laggard, dailying with head sails, trying first one and then another, until speculation was rife as to what she was about. But it was plain enough that she had plenty of time in which to make experiments and, if not, it was sufficiently clear at the second mark, around which she shortly sauntered with 1 minute and 23 seconds to

Then came the reach home and the raucous noise which greeted her as she swept over the finish line, victor by as great a length as stretches from Madison to Herald aquare.

To refer again to the excursion fleet. It was a numerous gathering, but some there were among it who were not such free and scornful severeigns of this republic of the waves as they were in Sat-urday's event. Captain Walker, of the revenue service, who has charge of the patrol division, has managed by his dras-tic measures to impress all concerned with the fact that this patrolling of the race is no idle thing to be unheeded by any excur-sion vessel which chooses to break across His action in filing complaints against all offending captains had its result, and as a consequence of the measure the route of the racers was absolutely

## THE RACE IN DETAIL;



THE EARL OF JHAFTEJBURY

starboard tack swung off and bore down on the Shamrock to leeward. The Manoeuvring.

Ocean Liner's Compliment.

ight. The Shimmon and this because and this seventful and exciting.

The breeze gradually freshened, and as they stood away on the starboard reach lit was lowing eight knots and there was a lowing eight knots and there was second race of the series by im. Was, then leading the Shamrock balf a mile and was on her weather bow. By noon the breeze and hardened to ten knots and hope of holding the Reliance down, and hope of holding the stampor in the string purpose was an increasing swell to the sea felt on the Shamrock's only desire seems to be better breeze astern.

The breeze backed to south-southeast two points, at fifteen minutes past twelve of of clock, benefitting the head hoat. With bedd, the shift it increased in strength, and soon at the state of the shift it increased in strength, and soon at the state of the shift it increased in strength, and soon at the state of the shift it increased in strength, and soon at the state of the shift it increased in strength, and soon as the mark was an increasing strength, and soon as the state of the shift it increased in strength, and soon as the state of the shift it increased in strength, and soon as the mark was an increasing strength, and soon as the state of the shift it increased in strength, and soon as the state of the shift it increased in strength, and soon as the state of the shift it increased in strength, and soon as the state of the shift it increased in strength, and soon as the state of the shift it increased in strength, and soon as the state of the shift it increased in strength, and soon as the shift in strength, and soon as the shift in strength, and soon as the shift in strength and soon as the shif



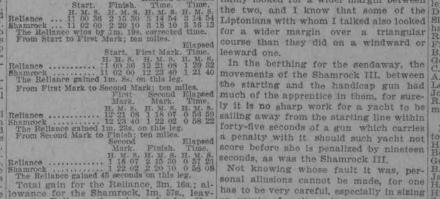
ward.

There was no attempt at close jockeying to be the first away, it seeming on the contrary, that Wringe wanted to yield the place to Barr. One and a haif minutes after gun fire the Shamrock swung for the line, but somebody on board had not kept very good time and as the boat crossed time over the two minutes allowed to get away.

This was the ten miles that gave the face of the multitude assembled at the finish, she had lost nineteen seconds, being that time over the two minutes allowed to get away.

Immediately after crossing the Shamrock was for the New York Yacht Club members had a way over the leg the wind hauled southey southwest, a matter of four points, and gone about at 11:02, and then the Yachts were standing in toward the Jersey shore, the Reliance on the weather beam of the Shamrock.

Ocean Liner's Compilerent.



ice the winner by 1m. 19s., up events of such an important affair as

## Americans and a Briton Praise Shamrock

ere more opportunities arock for winning that would have again. Still Mr. Barr always had the challenger, as at 13.30 she was three ere more opportunities arock for winning that would have crossed the bows of hoccuss the Reliance leighting of a mile broad on the Shamrock's leighting of a mile broad on the Shamrock's leighting of the eastward, stopper that it was always had the source of the C. The Herresholding port tacks aboard for source source of the C. The Herresholding port tacks aboard for forty-two minutes the Reliance went about two starboard, or off shore, Barr thinking a slot was a standyority of tookers as the start.

The Herresholding port tacks aboard for forty-two minutes the Reliance went about two starboard, or off shore, Barr thinking a slot was a standyority of tookers as the start.

The receive, added to the her at the start.

Could not know exactly was, but those present to starboard reach it was blowing eight knots and there was the yacod away on the starboard reach it was blowing eight knots and there was the yacod away on the starboard reach it was blowing eight knots and there was the yacod away on the starboard reach it was blowing eight knots and there was the yacod away on the starboard reach it was blowing eight knots and there was second race of the series by im. 19s., corrected time.

The presence of the Shamrock for a time to bring up a strip of the Shamrock for a time to bring up a strip of the Shamrock for a time to bring up a strip of the Shamrock are an accident to the other boat or half a gale of wind and an ugly sea for the next race.

what spread is."

with the Shamrock to leeward. As it eliance showed them speed, indeed in the boats seeming chance showed them speed, indeed if she had followed she would as in this series, both of the boats seeming proved, if she had followed she would as in this series, both of the boats seeming contingent went out yesterday morning with an impression strong enough to rank ever the leg meritoriously. The seem to sail their own race, irrespective of their antagonist, except in Barr's not allowing the Shamrock to get between him and the mark.

In rounding the mark the Reliance set as the Shamrock to get between him and the mark.

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Her Lee Helm.

It looked as if the Reliance carried quite as the shamrock of the previous races it in Barr's not allowing the Shamrock at least made up her handle as a ballooner. Show as a ballooner.

The Reliance seeing this took in her No. 1 the shamrock to sail their own race, irrespective of their antagonist, except in Barr's not allowing the Shamrock to sail their own race, irrespective of their antagonist, except in Barr's not allowing the Shamrock to sail their own race, irrespective of their antagonist, except in Barr's not allowing the Shamrock to sail their own race, i

in the Struggle.

But any special series of the sum of the series is to the series of the sum of the structure of the winds.

But any special series of the sum of th

round swell and no sur- cerned. A prompt start was made from that under certain. To crown all, the con- pier No. 8 North River, and the arrival rock III. might win

Captain of the Defender Made Few. Errors, and Those Were Duplicated by Opponent.

TOO CLOSE FOR COMFORT

Lipton Vessel Rapidly Closing the Gap Between Her and Her Fleet Opponent When Line Was Crossed.

off Sandy Hook Lightship was in ample time for the start, and a superb opportu nity was given to see the yachts at close

Hundreds of members of the club and their guests crowded the decks, and after luncheon filled all the space on the upper lecks to witness the run on the last leg. Enthusiasm ran to the top notch when the Reliance crossed the line, and every one settled himself, after the excitement, for a speedy run to New York, Without losing any time, the Monmouth started on its run back to New York, and it led the fleet of yachts and his steamhouts fleet of yachts and big steamboats.
Some of those who enjoyed the race yesterday from the Monmouth were Rear Added to the state of the

miral W. S. Schley, who was delighted with the race and declared that both boats

were admirably handled; Evelyn B. Baldwin, arctic explorar; the Marquis Robert de San Marzano, who was a guest of Mr. and Mrs. H. A. Wise Wood; Mr. William Cramp, of Philadelphia; Rear Admiral Higginson, U. S. N.; Mr. T. Shaw Safe, of England, who married Miss Harriett Ives Gammell, of Providence; Mr. and Mrs. Paul Gibert Theband, whose guests were Paul Gibert Thebaud, whose guests were Mrs. Cumnock, Mr. and Mrs. Donn Barber, ditions of the contest demanded a trial over a triangular course, upon which two-thirds of the total distance would be covered with the booms well off.

We were still braches ausselves to face and Miss Down Mrs. George T. Bunker thirds of the total distance would be covered with the booms well off.

We were still bracing surselves to face another smashing defeat when the start was made, and the first distruction came when it was seen that Captain Wringe had abandoned his usual tactics and allowed the Reliance to get away with a lead of nearly two minutes. To us who are unaccustomed to the two minutes grace allowed in these races the position of the Shamrock was a trifle disconcerting until it occurred to us that in an unsteady wind the leading boot very often finds the soft spots and serves her opponent as an irdication where the calm spots lie.

These tactics were probably of little service yesterday, for the wind held true and steady until most of the windward work had been accomplished. Our next supprise was to find the Shamrock III, beating it out tack for tack with the Reliance traveling equally fast and holding rather a better wind. Rating considered, the Shamrock III, was the better boat on this leg, but the free going was still to come and the running and reaching were the rocks upon which our hopes were wrecked. With the longer lines and greater sail spread, the Reliance steadily soun out har beet, and Mrs. T. Gaff, Mr. and Mrs. W. E. Bond, Miss Mabel Macdongall, Mr. and Mrs. T. T. Gaff, Mr. and Mrs. Charles T. Richmond, of Cleveland, Ohio; Mrs. H. E. Moller, Mr. and Mrs. W. E. Bond, Miss Mabel Macdongall, Mr. and Mrs. Thomas A. Molnity.

me. ly it is no sharp work for a yacht to be man and Lawrence S. Jac

Not knowing whose fault it was, pera cup match, that he does not do an injustice to an innocent party. It appears to me that the timing of the Shamrock III.

The Aeliance Disappointing.

## ONDONERS TAKE NO INTEREST IN RACES

Satisfied That Sir Thomas Cannot Win the Flagon and Sympathize with Him.

London, Wednesday .- Since it is regarded as impossible that Sir Thomas Lapton apers display a waning interest in the ontests. His ill luck in failing with the three Shamrocks to win a vingle race is the subject for editorial sympathy, espe-